

Rain Sunday. Fair
Monday.

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PRICE FIVE CENTS

ROOSEVELT LEAVES TODAY FOR THE WEST

Will Visit Canton and
Other Places Before
Hunting Trip.

Restful Trip for President

Today—Leaves for Canton, Ohio, at 7:30 p. m.
Monday—Leaves for Keokuk, after six-hour stay at Canton.
Tuesday—Embarks on Mississippi flatboat, for St. Louis.
Wednesday—Arrives in St. Louis; stays five hours.
Thursday—Reaches Cairo, Ill.; stays two hours.
Friday—Arrives at Memphis, Tenn.; stays four hours.
Saturday—Goes to Tensas parish, La., to hunt bear and rest.

President Roosevelt's trunk is packed and his work at the White House all cleaned up in preparation for his leave-taking this evening for Canton, the Mississippi river, and the Louisiana hunting grounds. At 4 o'clock this afternoon the wagons will be sent out to the homes of the different members of the party to collect the baggage that is to be placed on the special for the journey, and some three hours and a half later the train will leave Washington over the Pennsylvania.

Canton, the first stop, will be reached in the middle of the forenoon tomorrow, and a stop of about six hours will be made, to allow the President to participate in the exercises at the dedication of the McKinley Memorial Monument.

Starts Mississippi Trip.
At Keokuk, where the President will embark on the Mississippi on October 1, a review of river craft will be the feature of his visit, and at St. Louis, where he will spend about five hours on October 2, the program includes rides about town, a luncheon and a reception in honor of visiting governors of States and the Business Men's League.

The President will reach St. Louis about 10 o'clock in the morning and leave some time after 2 p. m. Cairo will be the objective point for the Presidential party on October, and if the itinerary is followed he will get there in the morning and leave two hours later, shortly before noon. Four hours will be spent at Memphis, Tenn., on October 4, the President's boat reaching the city about noon. On October 5, the President will address the Deep Waterway Convention at the Auditorium, drive around the city, and will hold a reception.

Seventeen Days of Hunting.
Immediately after his speech the President will proceed to his train and disappear from the public eye for seventeen days some 175 miles in Tensas parish in the northeastern corner of the Bayou State. Just where the President will hunt bears and wild hogs will not be announced until after he reaches the canebrake, and even then his exact whereabouts will not be known except to those in his confidence. It is probable that his camp will be pitched eight or ten miles from the spot where his special train is sidetracked.

Using the train as his headquarters will be Assistant Secretary Latta, Executive Clerk Netherland, of the White House, and the Secret Service guard, and from time to time as public business demands, Mr. Latta will visit the President's al fresco home to secure his signature to important documents or to bring to his attention such matters as cannot be held over until his return. Mr. Netherland is an expert photographer and experienced cipher clerk, and it is quite likely that he will tap the telegraph wire beside the train where the special train will stop and run the line into the Magnet, the President's special car.

Will Live in Cars.
The other coaches will be the Mt. Vernon, which is a fine Pullman sleeper, and the Bayard, a very handsome combination club and baggage car. These three cars were used by the Presidential party on the return trip from Jersey City last Wednesday, and will be the home of the party most of the time. When the President takes the boat for the South at Keokuk, the train will be sent to Memphis to await his departure, October 4.

On October 2, the President and his hunting companions will emerge from the bush, and Vicksburg and Nashville will be visited. The President reaches Vicksburg about noon, October 3, and remain about four hours. He will be in Nashville and at the Hermitage, the home of Andrew Jackson, about three hours, October 4. The President will be reached on the return trip about 4 or 5 o'clock October 23. Surgeon General Ritchey, of the navy, will be the President's physician on the trip and the hunt.

MRS. CHADWICK REALLY ILL. RALLIES FROM HER ATTACK

COLUMBUS, Ohio, Sept. 28.—Cassie Chadwick, the "witch of frenzied finance," had rallied somewhat today after the attack of heart failure last night.

Dr. A. C. Helmick, penitentiary physician, said today that Mrs. Chadwick's illness was not feigned, and that, while she is much improved today, her condition was such that she might die at any minute from a recurrence of last night's attack.

JOHN D. TELLS WORKINGMEN TO BUY SECURITIES

Standard Oil Magnate
Says Corporations Have
Come to Stay.

Believes Most of Them
Are Honestly Managed
and Law Abiding.

By WILLIAM HOSTER.
CLEVELAND, Ohio, Sept. 28.—From the idyllic retirement of Forest Hill, John D. Rockefeller on Thursday gave this message on the economic future of the United States:

"My faith in the future is boundless. We are but in the infancy of our economic development, which must proceed, as it has followed during the past forty years, the line of consolidation and co-operation.

"You ask me particularly what I think of the future of the business corporation, or trust, so-called. I say that my faith in the Standard Oil Company, for instance, was never greater than it is at the present hour. It has a future that will far transcend its achievements of the past. So with all the great industrial corporations.

"It is the tendency of the age to combine. This tendency will become even more marked as time passes. It has come to be recognized that business on a successful scale can only be carried on and the interests of everyone conserved, by means of combination. There can be no turning back. We cannot return to the postchaise and tavern days.

Confidence All That Is Needed.
"Confidence is all that is needed—confidence on both sides; what I call faith in humanity, belief in human nature and in the natural inclination of every normal man to be honest.

"I believe that the laws are sufficient at the present time to insure the conduct of corporations on an absolutely honest basis, and I believe also that most corporations are administered honestly. Mistakes are made, of course, but that cannot be avoided.

"But if more laws are needed let them be such as are dictated by actual experience and enacted by the legislative power aiming at the best interests of all. To the workingman I would say that his best interests lie in accepting the conditions which have come about through a natural process of economic evolution. Really, he will come to learn in time that the bulwark of his prosperity is the wisely and honestly administered corporation, which is here to stay.

"So firmly am I convinced of this that I look to see the day when the workingmen generally, as Standard Oil employees have done, and grown rich thereby, will invest their savings in the securities of the industrial combinations as they now deposit them in the savings banks.

"Finally, with honest administration assured on the one hand and confidence on the other, let those who are charged with the management of the corporations be held to a strict personal responsibility for their acts. I should say that that was the end of distressing industrial strife.

Spoke With Earnestness.
Mr. Rockefeller spoke with unworldly earnestness and enthusiasm. Particularly with reference to the good that is to come out of great industrial corporations, was the creator of the greatest of them all emphatic. Some surprise was expressed at the doctrine that the trust will take the place of the savings bank as the depository of the savings of the poor.

"Why not," he insisted. "The corporations can afford a higher rate of interest and if you will force a personal responsibility upon those who manage the corporations, perfect safety will be assured."

"I am about this task of insuring such a honest administration of corporations?" he was asked.

"By trusting men," was the prompt reply. "I should say that that was the wisest, fairest way to insure the proper conduct of any business.

Has Faith in Men.
"Man is not naturally prone to evil doing. I have an all-abiding faith in human nature, and always have had. It was the foundation of what success I have had. I had faith in men, and I tried to inspire the same faith in myself."

At the off-start he put at rest those current rumors as to a reorganization of the Standard Oil Company.

"All that I know about that," said he, "is what I have read in the newspapers. I think I would be informed if anything of the kind was contemplated."

"As a matter of fact," Mr. Rockefeller said, "the Standard Oil Company has been undergoing reorganization ever since its foundation. Then let the corporation be so managed that it will compel the support of the people, and the problem will be solved."

The financier stood propped against his bicycle at the end of the golf game, and with deep earnestness concluded: "I wish I could make you see these things as I do. I believe that you do half see—just as the world is beginning to see—that what I say is true. The industrial corporation or combination is a thing that has come to stay. Let us all realize that. Then let the corporation be so managed that it will compel the support of the people, and the problem will be solved."

Fall Flowers for All Occasions at
Reasonable Prices. Shaffer, 14th & I. Adv.

Cathedral Cornerstone to Be Laid Today; Bishops Ingram and Satterlee Officiate; Evensong Service to Be Held in Open Air

THE REV. G. F. DUDLEY. Cathedral as It Will Look When Completed. THE REV. G. C. F. BRATENAH. BISHOP SATTERLEE.



THE REV. ALFRED HARDING.

FOUNDATION STONE FROM BETHLEHEM; 10,000 EXPECTED

Trowel Used by George
Washington at Capitol
to Appear Again.

Impressive ceremonies will mark the laying of the cornerstone of the new Cathedral of St. Peter and Paul, at 12 o'clock today, in the Cathedral Cloister, at St. Alban's. The Lord Bishop of London and the Rt. Rev. Henry Yates Satterlee, Bishop of Washington, will be the central figures in the services. It is expected there will be a congregation of upward of 10,000. An augmented choir, assisted by the United States Marine Band, will furnish the music, and eminent churchmen from many parts of the world will participate in the services. The laying of the cornerstone and the evensong service this afternoon will be the concluding features of the International Convention of the Brotherhood of St. Andrew, which has been in progress the last few days.

The cathedral, which has long been projected, will be the mother house of the Episcopal Church in this country. Its history is tinged with much romance, and tells the story of many years' struggle to build within the Capital boundaries a national cathedral.

Stones From Bethlehem.
An elaborate program has been arranged for today. The foundation stone, which will be laid by the American and English bishops, is made of stones brought to this country from the Shepherd's hill, at Bethlehem. For today's ceremonies the cathedral site has been inclosed. The decorators have fulfilled their task well. A broad aisle, representing the main aisle of the cathedral, has been formed, and through this the long procession led by 20 choir boys will pass. The congregation will be grouped in what will be the main body of the cathedral.

The trowel to be used in today's ceremonies will be the one used by George Washington in laying the cornerstone of the National Capitol. It is expected that either George Bodley, of England, or Henry Vaughan, architects, who were given the contract for the cathedral, will be present to accept the commission for the structure.

The procession will be formed fifteen minutes before the hour set for the services. Promptly at 12 o'clock the Marine Band will begin Mendelssohn's

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ANOTHER CRASH IN AUTO RACE; DRIVER HURT

Packard Car Tears
Through Fence at Morris
Park Track.

NEW YORK, Sept. 28.—In two smash-ups in the twenty-four-hour auto race at the old Morris Park racetrack this afternoon, one man was killed, two probably fatally injured, one seriously hurt, and two cars were wrecked.

An hour after the Lozier car had crashed through the outer fence at the three-quarter-mile turn, mangle the driver, Louis W. Smeizer, so that he died soon after in Fordham Hospital, and sending a man and a boy spectators to the hospital unconscious, the Packard car, No. 8, lost a tire in front of the grandstand, tore through the fence into the infield, and seriously hurt Driver Charles Embelton.

In both accidents, the machinists, Frederick Hall, in the Lozier, and William Smith, in the Packard, strangely escaped injury.

John Clark was struck by the runaway Lozier machine and sustained internal injuries and several broken bones. Fred Pope, fifteen years old, suffered internal injuries and a broken leg.

The accident to the Packard machine, which happened in front of the crowded grandstand, caused the greatest excitement, hundreds of persons swarming across the track in front of the cars racing at high speed.

Cedrino and Parker, in the Fiat car, won today's Morris Park automobile race, covering 96 miles in the prescribed twenty-four hours. Holm and Dillmar, in the Studebaker, were second, and Zembach and Marrier, in the Italia, were third.

"INCIDENT CLOSED," ASSERTS GOODRICH

NEW YORK, Sept. 28.—Rear Admiral Goodrich, commandant of the Brooklyn navy yard, is inclined to treat the circular letter episode as closed. When a reporter called upon the admiral today to secure some statement from him in answer to that of Pay Inspector Cowie, who denied ever asking the admiral to instruct officers under him to write to their respective Senators and Representatives in regard to the proposed army and navy bill, the admiral, through his aide, Lieutenant Church, said that he had nothing further to say in the premises and that the incident, so far as he was concerned, was closed.

Everything Open at Chesapeake Beach
Saturday and Sunday. Haley's Band. Dancing.—Adv.

(Continued on Page Six)

MOTHERS WIN; BOARD WILLING TO HIRE ROOMS

Petworth School Children
May Be Taken
From Cellar.

Publication by The Times yesterday afternoon of the fact that the mothers of Petworth will make a vigorous campaign this week to have the children of the primary grades, who are now taught in the two cellar rooms of the Petworth School, housed in better quarters, has already brought encouraging news to the mothers.

If the mothers succeed in finding available quarters that can be rented for the three grades who are now taught in the cellar rooms, the Board of Education will immediately rent the new rooms and thus healthy quarters for the children will be secured.

School Board's Views.
"Our first duty is to the children, and to their comfort and health," said Captain James F. Oyster, president of the board. "If the mothers of Petworth can find other quarters for the children in the vicinity of the school building, we will, I feel safe to say, rent the quarters, for we have an appropriation for that purpose."

"The Board of Education does not want the children in the cellar any more than their mothers do. We tried to find other quarters for the first, second, and third grades of that school, but we were unable to accomplish what we desired. It would please us immensely to hear that the women of Petworth had found available quarters for the children."

"So, if they will come to us this week and tell us they have located the desired rooms, we will set to work to see that they are rented."

Believe Children Are Threatened.
The Petworth mothers are as determined as ever to seek relief from a situation which they believe threatens the health of their children. They are convinced—and an inspection of the two rooms complained of seems to bear them out—that the rooms are too damp and too dark to be good for the eyes or the general health of the children. As was exclusively announced in The Times yesterday afternoon, they held an indignation meeting Friday night and appointed a committee to look for quarters that could be rented for the primary grades of the Petworth School.

Some of them fear they will encounter what has been found to be the case in many quarters in the District—unwillingness on the part of householders to rent out rooms for use as school rooms. This sentiment has greatly handicapped the Board of Education in its attempts to root out quarters so as to deal practically with the congested conditions in the schools.

Snowden Ashford, Inspector of Buildings, yesterday issued to the press a statement explaining why the addition

BORAH'S GUILT IS NOT SHOWN BY EVIDENCE

Judge in Land Fraud
Trial Says Senator Not
Implicated.

BOISE, Sept. 28.—The real battle of attorneys for and against Senator Borah was on today. There was a preliminary skirmish yesterday, and it ended with a victory for Borah. The clash was over the introduction of testimony of A. B. Campbell, a Seattle millionaire.

Prosecutor Rush asked Campbell to detail a conversation he had with Albert Palmer in Seattle. Attorney Hawley objected.

Not Binding on Borah.
Rush showed the court a letter bearing on this conversation, but the judge said he could not see how it could be binding on Borah, although he would take the matter under advisement. At the same time he remarked that Senator Borah had not yet been connected with the conspiracy.

The letter which the Government claimed would show Borah's guilt was written in regard to \$10,000 which had been placed for use in buying timber lands.

Steuernberg's Guilt.
A letter from Steuernberg, written in Euclidean, Wis., was pointed out to the jury by Prosecutor Rush as showing Steuernberg's guilt.

It contained the following:
"The conditions of the deal are very exacting on me as they practically bind me to complete the deal and make me financially responsible; in other words, I take all the responsibility as to title, etc. I do not like this feature, but they have every confidence in my reputation and my ability to make them good, so have taken no chance."

LIPTON YACHT RACE UP TO IRISH CLUB

LONDON, Sept. 28.—Sir Thomas Lipton said this afternoon that he had just received a message that a meeting of the Royal Irish Yacht Club had been called for next Tuesday to consider the refusal of the New York Yacht Club on his challenge for the cup.

"Until the meeting is over," he said, "I can say nothing further regarding the action of the New York Yacht Club. I have positively declined to design a boat under the old rule and this means that if I am not able to challenge with a big boat under the new rule there will be no race."

TRAINS CRASH; 8 DEAD

B. & O. Express Col-
lides With Freight
in Ohio.

Every Passenger Hurt
and Total Reaches
100.

Confusion of Orders
and Green Switch-
man Cause.

Leg Chopped Off to Free Engineer

Engineer Lipscomb was caught under the wreckage of his engine.

"Chop my leg off, will you?" he yelled to members of the yard force.

An ax was secured and while the steam was pouring in upon him he saw them hack off the limb just above the knee.

He was scalded all over and died an hour later.

BELLAIRE, Ohio, Sept. 28.—Eight persons perished instantly, six or eight were fatally hurt and thirty were more or less seriously injured in a collision between the Chicago express, bound for Cincinnati, and a freight train on the Baltimore and Ohio railroad just inside the Bellair city limits this afternoon.

Confusion in orders brought the two trains together on the same track and a green switch tender's panic prevented him from averting the disaster when he saw a crash was near.

Struck Head-on.
The express struck the freight head-on. All the passenger coaches were telescoped, not a single occupant of the smoker escaped, at least serious injury, and nearly every one of the 100 passengers on the train was more or less hurt. Richard Carle's "Spring Chicken" company was on the train, and all its members were injured.

The railroad has given out a list of known dead, but it is certain three others perished whose names have not been accounted for.

List of Known Dead.
HARRY STEATZ,
ED. HEINZ, Wheeling, W. Va.
WILLIAM SAHE, Wheeling, W. Va.
CARL BERERAN, Milwaukee, Wis.
LOUISA LATH, freight engineer, Newark, Ohio.
F. E. WOTZ, freight conductor, Newark, Ohio.

Those Seriously Hurt.
T. A. Dunlap, passenger fireman; W. J. Johnson, of freight train crew, Newark, Ohio; Harry English, Cincinnati, Ohio; Curtis Lafferty, Cambridge, Ohio; H. Peterson, 704 Willow avenue, Hoboken, N. J.; John Hawk, Pittsburgh, Pa.; Fred Dales, New York city; William Perrell, Albany, N. Y.; F. Wilcox, Wheeling, W. Va.; Pat Elwood, Wheeling; Barney Dales, Pittsburgh, Pa.; W. L. Zimmerman, Newark, Ohio; P. Lawson, Weston, W. Va.; C. Johnson, Cambridge, Ohio; D. E. Glover, Kloss, Ohio; A. S. D. New, Ohio; W. C. Bassett, mail clerk, residence unknown; B. E. Kinsler, mail clerk, residence unknown; H. A. Lipcomb, passenger, Newark, Ohio.

The Boone Hospital at Bellaire is filled to overflowing with the injured, and many are being cared for in private homes.

The trains were piled in a mountain of debris, and it is possible more bodies may yet be found as the search for victims progresses.

Horror of the Wreck.
The signal operator at the Bellaire yard office, whose name is McGarr, gave the freight the eastbound track instead of the westbound, as he should, and the trains crashed together without warning. Both engines reared straight up in the air and came down with a crash. They were demolished and a portion of one rolled over a forty-foot embankment. The baggage car and smoker of the passenger were torn into bits.

Nearly all of the injured were in the smoker. The dead and injured were piled under the wreckage, which caught fire, adding terror to the situation.

General Manager Fitzgerald's train was at Benwood junction when the news of the wreck was received. It was converted into a relief train and crowded with doctors and nurses was rushed to the scene of the wreck. The dead were removed to undertaking parlors in Bellaire and the Glendale Hospital at Mountville. General Manager Fitzgerald and members of his staff assisted the nurses and crew in caring for the wounded.

A train was made tonight for the operator whose blunder caused the wreck, but he could not be found.